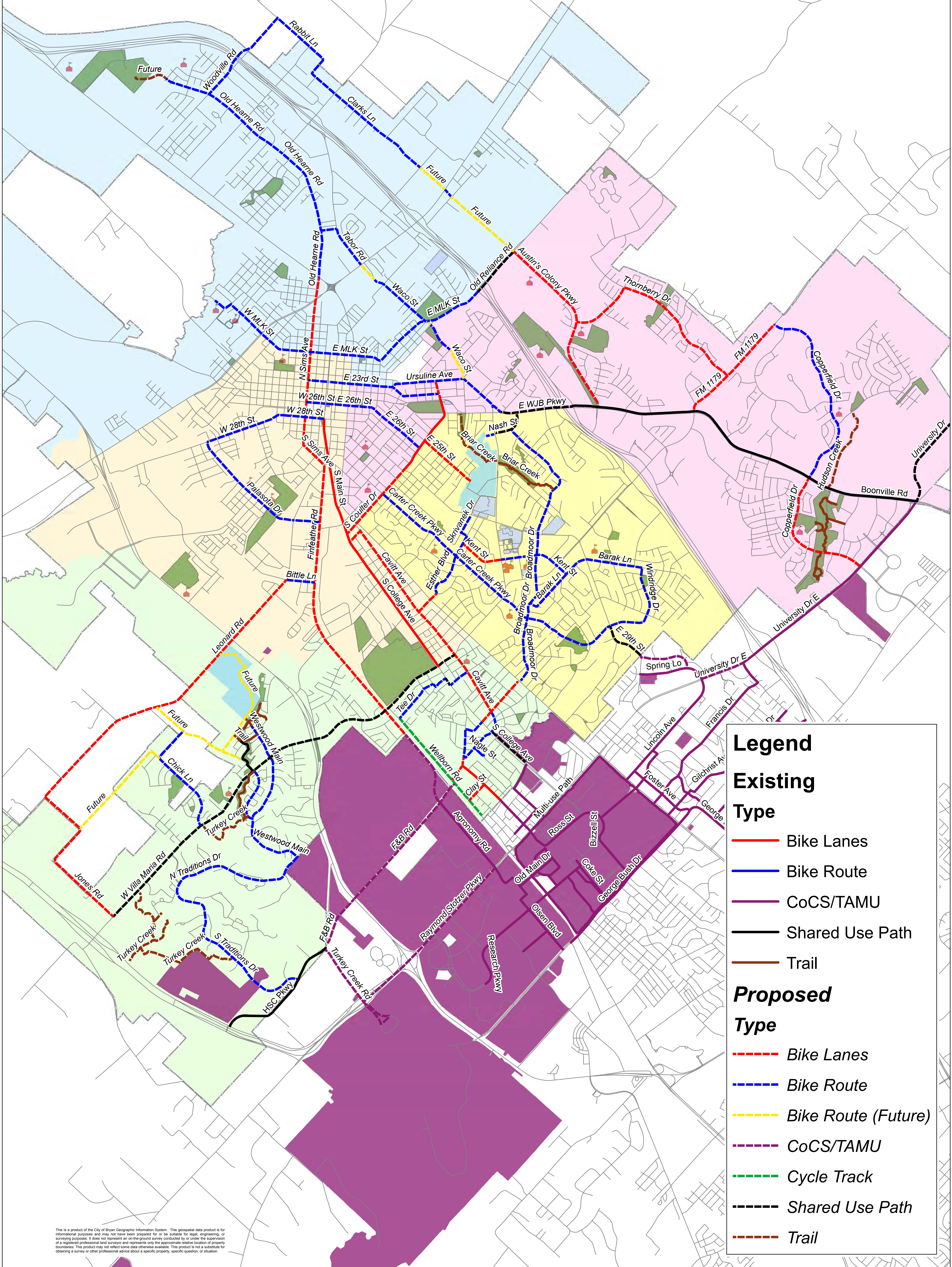
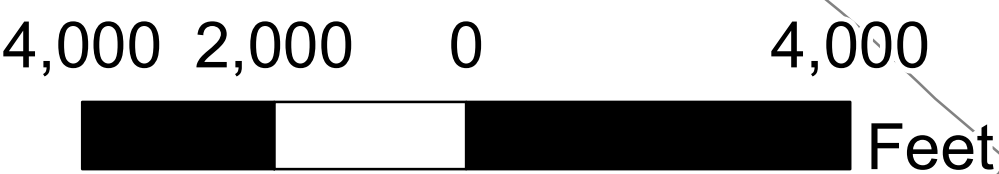
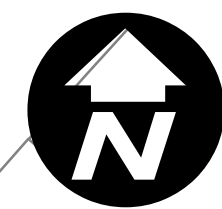


DRAFT Hike and Bike Plan



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Hike and Bike Plan

Summary

This is an original plan developed by city staff. Bicycle routes were determined by several factors, including:

- General citizen input
- Location of public schools, parks, and points of interest (e.g., downtown, Blinn College)
- Connectivity to College Station bicycle facilities
- Test rides of proposed bicycle facilities by city staff

Trail routes were based on existing plans from the Capital Improvement Program or development agreements.

Each Single Member District of the City is represented by a different colored area. City parks are shown in dark green and BISD schools are represented by red building symbols with flags. Properties owned by Texas A&M University, Blinn College, and CHI St. Joseph Hospital are highlighted in maroon, light blue, and blue, respectively.

Legend

Existing facilities are shown as solid lines. Proposed facilities are shown as dashed lines. Differed colors reflect the type of facility:

- Red – Bike lanes are on-street facilities that include some form of separation from traffic by pavement markings, such as lane lines or a buffer area. Bike lanes are typically 5' or 6' wide and may be appropriate for streets with moderate vehicle speeds and volume. Signage for bike lanes may include directional/guide signs and parking restrictions.
- Blue – Bike routes are on-street facilities where the roadway is shared by bicycles and vehicles. Bike routes may be appropriate for low-speed, low-volume, wide roadways. Bike routes are typically designated by bike route signs and sharrow markings.
- Yellow – Future bike routes are located along unconstructed roadways. This designation is used as a placeholder until the roadway can be built and traffic behavior can be determined.
- Maroon – College Station and Texas A&M bike facilities are shown only to highlight connectivity between the two cities and the university. Many Bryan residents are employed by Texas A&M or are enrolled students. There is also a large population of students co-enrolled at Texas A&M and Blinn College.
- Green – Cycle tracks are similar to bike lanes, but include a horizontal or vertical barrier from traffic as well as separation from pedestrians. Vertical separation is typically achieved using elevated bike lanes with a curb. Horizontal separation can be accomplished by delineators, planter boxes, or parked cars. Cycle tracks may be appropriate for streets with high speeds and volumes or areas with significant pedestrian traffic.
- Black – Shared use paths can be thought of as wide sidewalks along roadways that are shared by pedestrians and cyclists. They are typically a minimum of 10' wide. In addition to commuting, these may be attractive for recreation. Shared use paths may be appropriate for streets with high speeds and volumes.
- Brown – Trails are off-street facilities that may be thought of as wide sidewalks. They may be shared with pedestrians. Trails are usually constructed in parks or greenways.

Funding Opportunities

The construction of bicycle facilities may be partially funded by external grants, though annual funding varies and is typically competitive. TxDOT administers several programs, including:

- The Transportation Alternatives Program (TAP) funds pedestrian and bicycle facilities along state designated routes that can potentially reduce vehicular traffic volumes.
- The Highway Safety Improvement Program (HSIP) can fund pedestrian safety improvements for state and local roadways, provided there is a history of bicycle-vehicle collisions.
- The Safe Routes to Schools (SRTS) program funds accessible routes to schools, but requires a coordinated effort with school administrators.

Internal funding for bicycle facilities has historically been covered by the issuance of bonds for projects in the Capital Improvement Program.